

7 MAY 1961

GOOD EVENING.

STAT MY NAME IS  I'M THE CHIEF OF CIA'S NEW BUILDING PROJECT OFFICE. IN THIS CAPACITY, ONE OF MY DUTIES IS TO SERVE AS THE CHAIRMAN OF THE CIA TRAFFIC ADVISORY COMMITTEE, WHOSE MEMBERS ARE HERE IN THE AUDIENCE TONIGHT.

#### INTRODUCTION OF MEMBERS

THIS COMMITTEE WAS FORMED TO SELECT AN ARRANGEMENT OF ROAD IMPROVEMENTS FROM AMONG SEVERAL ALTERNATIVES WHICH WOULD EFFECTIVELY, AND IN THE LEAST DISRUPTIVE MANNER, DEAL WITH THE EXPECTED INCREASE IN TRAFFIC ASSOCIATED WITH THE EXPANSION OF THE CIA HEADQUARTERS BUILDING.

THIS EVENING'S MEETING WE'LL DISCUSS THE VARIOUS OPTIONS CONSIDERED BY THE TRANSPORTATION ADVISORY COMMITTEE AND MR. JOHN FOWLER OF DEWBERRY AND DAVIS. VIRGINIA'S TRAFFIC ENGINEERING CONSULTANT WILL DETAIL FOR YOU THE TWO IMPROVED SCHEMES DEEMED TO HAVE THE MOST MERIT BY THE COMMITTEE AND EXPLAIN WHY ALTERNATIVE #2, SHOWN IN THE HANDOUT, IS THE UNANIMOUS CHOICE OF THE COMMITTEE FOR IMPLEMENTATION.

AFTER MR. FOWLER'S PRESENTATION, I HAVE ASKED MR. ROBERT H. BLACKMAN, ENVIRONMENTAL SPECIALIST, ENVIRONMENTAL STUDIES SECTION, VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION TO DISCUSS THE ENVIRONMENTAL ASSESSMENT STATEMENT HE PREPARED FOR CIA ON THE OPTIONS.

WHEN THESE GENTLEMEN HAVE FINISHED THEIR PRESENTATIONS, I WILL ASK FOR COMMENTS FROM THE COMMITTEE MEMBERS AND THE AUDIENCE.

BEFORE WE BEGIN THE DISCUSSION OF THESE ALTERNATIVES, I THOUGHT A BRIEF DESCRIPTION OF THE NEW BUILDING PROJECT AND A SUMMARY OF ITS STATUS MIGHT PROVIDE A USEFUL BACKGROUND TO THAT DISCUSSION. AS IS NOTED IN THE HAND-OUT, A COPY OF WHICH YOU SHOULD HAVE RECEIVED EITHER FROM ONE OF THE COMMITTEE MEMBERS OR AS YOU ENTERED THE CAFETERIA, CIA WAS BECAUSE OF BUDGET CONSTRAINTS, UNABLE TO FULLY CONSOLIDATE ITS OPERATION AT THE CURRENT HEADQUARTERS FACILITY WHEN IT WAS COMPLETED IN 1962. IN ORDER TO ACCOMPLISH THE CONSOLIDATION AND THEREBY REALIZE SIGNIFICANT COST AND OPERATIONAL BENEFITS, IT WAS DECIDED TO EXPAND HEADQUARTERS BY ADDING A 1.1 MILLION SQUARE-FOOT BUILDING TO THE CURRENT STRUCTURE. THE UPGRADING OF THE COMPOUND'S POWER HOUSE AND THE CONSTRUCTION OF A 2,500 CAR PARKING DECK WERE ALSO MADE A PART OF THE EXPANSION PROGRAM. PLANNING FOR THE PROJECT STARTED IN EARLY 1981. AT THE RISK OF SOUNDING A BIT SELF-SERVING, IN DECEMBER OF THAT YEAR THE INVOLVEMENT OF AREA CITIZENS IN THAT PLANNING WAS BEGUN WITH THE AGENCY PRESENTATION OF AN OVERVIEW OF THE PROJECT'S MASTER DEVELOPMENT PLAN TO THE MCLEAN CITIZENS ASSOCIATION. THE EARLY PLANNING ACTIVITY ALSO INCLUDED THE ESTABLISHMENT OF THE CIA/VIRGINIA DEPARTMENT OF HIGHWAY AND TRANSPORTATION RELATIONSHIP WHICH HAS RESULTED IN THE DEVELOPMENT OF THE ALTERNATIVE ROADS IMPROVEMENTS YOU WILL HEAR ABOUT SHORTLY. BY THE SPRING OF 1984 THE PLANNING AND APPROVAL PROCESS FOR THE NEW BUILDING WAS COMPLETED AND A GROUNDBREAKING CEREMONY ATTENDED BY THE PRESIDENT WAS CONDUCTED. BY THAT SUMMER CONTRACTS FOR THE PREPARATION OF THE BUILDING SITE, CONSTRUCTION OF THE PARKING DECK, AND RENOVATION OF THE POWER PLANT WERE AWARDED AND ACTUAL WORK HAD BEGUN. CURRENTLY CONSTRUCTION OF THE BUILDING ITSELF IS UNDERWAY. THE CONTRACTOR

RESPONSIBLE FOR SITE PREPARATION AND PARKING DECK CONSTRUCTION IS ABOUT 70 PERCENT COMPLETED WITH HIS TASKS, AND THE POWER PLANT IS MORE THAN 90 PERCENT FINISHED. WE ANTICIPATE COMPLETION OF THE ENTIRE PROJECT BY THE SUMMER OF 1988 WITH PROJECT ACTIVITY TO BEGIN IMMEDIATELY THEREAFTER.

IT IS EXPECTED TO TAKE UP TO 18 MONTHS TO FULLY OCCUPY THE BUILDING NOW FOR WHAT YOU REALLY CAME TO HEAR ABOUT--ROADS. AS A RESULT OF VARIOUS STUDIES AND ANALYSES OF THE AREA TRAFFIC SITUATION, IT WAS DETERMINED THAT IMPROVEMENTS TO ROUTE 123, THE GEORGE WASHINGTON MEMORIAL PARKWAY (GWMP) AND ROUTE 495 WERE NECESSARY TO FACILITATE CIA'S EXPANSION. THE ROUTE 495 IMPROVEMENTS HAVE TO DO WITH PROVIDING EASIER ACCESS TO THE GWMP FROM THE NORTHBOUND LANES OF THE BELTWAY. THE AGENCY HAS INCLUDED FUNDS FOR THIS PROJECT IN ITS 1987 BUDGET. THE GWMP WILL BE IMPROVED BY THE CONSTRUCTION OF A 1,000 FOOT LONG ACCELERATION LANE RUNNING WESTBOUND FROM THE AGENCY'S PARKWAY EXIT RAMP. THIS WILL SUBSTANTIALLY REDUCE THE TRAFFIC BUILD-UP IN THAT AREA BUT MORE IMPORTANTLY, IT WILL GREATLY IMPROVE THE SAFETY CHARACTERISTICS OF THE CURRENT SUBSTANDARD MERGE AREA. THE CONSTRUCTION OF THIS ACCELERATION LANE IS SCHEDULED FOR COMPLETION THIS COMING SUMMER. THE ROUTE 123 IMPROVEMENTS HAVE, FOR OBVIOUS REASONS, ATTRACTED THE GREATEST AMOUNT OF INTEREST AND ATTENTION FROM EVERYONE CONCERNED. THE SINGLE MOST IMPORTANT ISSUE SURROUNDING CHANGES TO 123 WAS MAINTAINING IT AS A 4-LANE ROADWAY. BOTH OF THE IMPROVEMENT OPTIONS YOU WILL HEAR DESCRIBED IN A MOMENT MEET THIS CRITERIA. IT SHOULD BE NOTED HOWEVER, THAT THE VIRGINIA DEPARTMENT OF HIGHWAYS AND TRANSPORTATION BELIEVES THAT UNLESS CIA MAINTAINS ITS PEAK HOUR ARRIVALS AND DEPARTURES AT THEIR CURRENT LEVELS,

AT LEAST THREE TRAFFIC LANES IN EACH DIRECTION WOULD BE NEEDED ON ROUTE 123 BETWEEN POTOMAC SCHOOL ROAD AND MERCHANTS LANE. IN THAT CONNECTION, THE AGENCY AND THE STATE OF VIRGINIA HAVE ENTERED INTO AN AGREEMENT WHICH STIPULATES THAT THE CIA WILL INITIATE TRAFFIC MANAGEMENT STRATEGIES DESIGNED TO MAINTAIN PEAK HOUR ARRIVALS AND DEPARTURES AT THEIR CURRENT LEVELS AND PROVIDE FUNDING TO IMPLEMENT ADDITIONAL IMPROVEMENTS IF IT CAN BE DEMONSTRATED THAT THE AGENCY'S TRAFFIC MANAGEMENT STRATEGIES HAVE FAILED AND THAT TRAFFIC INCREASES HAVE OCCURRED AS A RESULT.

WITH THAT I WOULD LIKE TO TURN THE FLOOR OVER TO MR. JOHN FOWLER OF DEWBERRY AND DAVIS, VIRGINIA'S TRAFFIC ENGINEERING CONSULTANT FOR THIS PROJECT.

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